

Transportation *Digest*

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Rhode Island Department of Transportation Newsletter

Ashton Viaduct 'Best in Class' in National PCI Awards

RIDOT's rehabilitation of the Ashton Viaduct (officially called the Joseph A. Russo Memorial Bridge) has been chosen as the Design Award Winner, 2001 Best in Class for Rehabilitated Bridges in the national Precast/Prestressed Concrete Institute (PCI) Design Awards Program.

Since 1963, PCI has sponsored an awards competition that recognizes excellence in

architectural and engineering design of structures using precast and/or prestressed concrete. The jury for the competition was made up of engineers from federal and state level departments of transportation, as well as from a nationally recognized engineering firm.

The 870 foot bridge is a multi-span reinforced concrete structure with five major open spandrel arch spans and two shorter approach spans. The overall

(See Ashton, page 4)



Ashton Viaduct



READY TO ROW: Mike Scalzi and Steve Kut are prepared to hit the water in the first Blackstone Greenway Challenge, held September 29.

RIDOT team places 10th of 50 in Blackstone Greenway Challenge

Congratulations to the RIDOT Team (Steve Kut, Mike Scalzi, Andrew Peckham, Mike Mitchell, Ed Szymanski, Paul Silva, Jim O'Connor and Bob Rocchio) who participated in the first annual Blackstone River Greenway Challenge, a competition to bike, canoe and run along the Blackstone River Corridor. Lori Capaldi reports it was a great event starting in Worcester, MA and ending at Slater Mill in Pawtucket, and offers thanks to all who supported the team. More on page 3.

RIDOT stands united

Employees donate over \$3,600 to the American Red Cross

By Kristin Pinkerton

For many RIDOT employees, September 11th started off as any other day, but the day was profoundly altered when the World Trade Center and Pentagon were attacked.

For Gina Zanni, a secretary in the Director's Office, the day was off to a normal start. It changed dramatically after dropping her son off at day care. She was listening to the radio on her way to work when she learned that a plane had crashed into the World Trade Center. After arriving at her desk, she watched in the horror as the events of the day unfolded before her eyes on the Director's TV.

"I immediately thought there has to be something we can do to help," said Zanni.

Although Zanni wanted to help she

(See September 11, page 6)



Recycle this issue - pass it on!

Tragic events call for investment in regional rail

The recent horror and tragedy of the World Trade Center and Pentagon attacks, and the impact on national and international aviation, underscore a critical need for a national intercity passenger rail system.

For people stranded in Boston, Chicago and Washington due to cancelled flights, Amtrak provided an alternative to reach many of their destinations. Thus, there is a critical federal role and a national purpose for establishing and maintaining a safe, efficient, and reliable intercity passenger rail system in the U.S.

The rail corridors between Boston and New York City, and New York City and Washington, D.C. are among those that should be served by rail as opposed to short-haul air service. There are other such corridors across the country.

The federal government has designated Amtrak as the national intercity passenger rail provider. Approximately 13 million intercity passengers use Amtrak in the Northeast and mid-Atlantic region. And the Northeast Corridor alone generates over half of Amtrak's national ridership and passenger revenues.

Amtrak works to help preserve and maintain a quality of life. The entire Northeast Rail Corridor, from Massachusetts to Washington D.C. provides relief to a much-congested region. Air traffic, roadways, and waterways are close to capacity and there is no way that we can build our way out of that congestion. The space is finite.

But the rail corridor exists and is often underutilized. The Northeast Corridor operates from one downtown center to another. Boston, Providence, and Manhattan are all directly linked providing alternatives to vehicular traffic in car congested cities. With rail there is a safe and convenient way to get to your destination without the hassles of traffic or the cost of city parking.

A strong national intercity passenger rail system is the key to managing the capacity of our state, regional, and national transportation systems. The Northeastern states have invested hundreds of millions of dol-

lars in the Northeast Corridor including maintenance and capacity infrastructure improvement, in addition to providing millions in operating and access fees for services. We must all work together to protect this investment.



**William D. Ankner, Ph.D.,
RIDOT Director**

To avoid a weakened national transportation system, intercity rail must work in conjunction with the roadways and airways and waterways. When rail is overlooked we remove one of the few areas that has the transportation capacity to address mobility without having to

build more highways or airports or docks. Long delays and lower productivity levels

are just some of the byproducts of expanding the much-congested highway system.

The tracks and cars and routes are there. Often it makes more sense to invest in a high-speed rail corridor than in an airport or roadway that serves a similar market, but this is not a typical scenario. Where funding is available expansion follows even if that may not be the best choice for transportation as a whole.

The Northeast Corridor is a necessary, viable transportation alternative. It is a national asset and intercity passenger rail is too critical to be the overlooked stepchild of transportation.

We must take advantage of the transportation capacity that exists in rail corridors. To see the shoreline of Connecticut, the wetlands of Rhode Island, and the cranberry bogs of Massachusetts are just some of the bonuses of the rail ride through the Northeast Corridor.

Reed addresses ITS Rhode Island Chapter

The Intelligent Transportation Society Rhode Island Chapter held its annual meeting in September, featuring Senator Jack Reed as guest speaker. He discussed transportation and security issues and took questions from the audience.

Senator Reed was followed by two panels, one on Communications and one on Mainstreaming Intelligent Transportation Systems (ITS) in Rhode Island. Wendall Flanders, Chief Engineer/Operations, participated in the Mainstreaming panel discussion and reemphasized his commitment to mainstreaming ITS in Rhode Island projects. Other panelists noted lessons they have learned and provided insight into how their states are implementing ITS in project development.

Robert Shaw, the outgoing President, announced that Cynthia Levesque, TMC Manager, is the new president of the organization. She was absent due to a death in the family but sent remarks regarding the impor-

tance of technology, especially in light of the September 11th terrorist attacks. Other officers installed were: Michael W. Desmond, P.E., Vice President; Gary Geissler, Secretary; Kenneth DeCosta, P.E.; and Immediate Past President, Robert Shaw, P.E.

Cynthia Levesque, TMC Manager, participated in a panel discussion at the September 24th Annual Connecticut ITS meeting. The panel topic was "Lessons Learned" in deploying ITS.



INTELLIGENT TRANSPORTATION SOCIETY of Rhode Island heard Sen. Jack Reed, left, Robert Shaw, outgoing chapter President, center, and RIDOT Director William D. Ankner, Ph.D., right, at its annual meeting in September.

RIDOT team places well in Blackstone River Greenway Challenge

On Saturday, September 29, spirits were high as a team of RIDOT staff competed in the first annual Blackstone River Greenway Challenge. The relay race began in Worcester, Massachusetts, and followed a 44-mile route down the Blackstone River, ending at Slater Mill in Pawtucket.

The team made a good showing for RIDOT, placing 10th out of 50 teams and outdistancing teams such as Vanasse Hanger and Bruslin (VHB), Mount St. Charles Academy, and the Department of Environmental Management (RIDEM).

RIDOT team members were Steve Kut, Team Captain, Mike Scalzi, Andrew Peckham, Mike Mitchell, Ed Szymanski, Paul Silva, Jim O'Connor, and Bob Rocchio. Lori Capaldi organized RIDOT's participation in the Greenway Challenge.

RIDOT's GIS office put together maps of the bike routes and maps of the transitions points for all the competitors. The maps were distributed in advance, so that teams could plan their routes.

The competition was held to raise awareness of the natural resources in the Blackstone Valley. The race began with a 16.6-mile bike trek from Union Station in Worcester to Whitinsville, MA. From there, runners covered four miles to Uxbridge, and then canoes and kayaks paddled to South Uxbridge.

Next came bicyclers, who covered the 10.9 miles to the Manville Mill in Lincoln. From there, canoes and kayaks paddled to the Kelly House (off Route 16) in Lincoln. Runners took over to go to Front Street in Lincoln, and the race ended with a 3.5 mile bike trek to the finish line at Slater Mill. Ceremonies followed at Slater Mill on Roosevelt Avenue, and included music, food, a skit put on by Woonsocket High School students, and several Blackstone River Valley informational booths.

Other government agencies that competed included MassHighway and the Massachusetts Department of Community Development.



Steve Kut and Mike Scalzi in action.

9. #28 Team Clockoped	4:25:20
10. #51 RI DOT	4:25:50
11. #26 Mass Audubon	4:27:21
12. #35 Ken Stenik	4:28:46
13. #23 MSA Team 107	4:28:59
14. #36 Folsom	4:34:09
15. #29 VHB	4:37:09
16. #33 Mt St Charles	4:38:54
17. #18 Woonsocket Teachers	4:40:18
18. #12 Lincoln Env'l	4:43:43

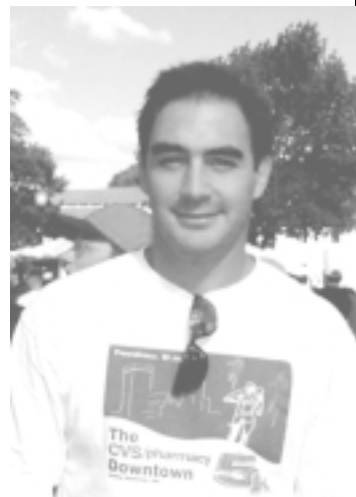
Standings at completion.



Greenway Challenge flyer



Team portrait: RIDOT's Blackstone River Greenway Challenge team included, left to right, standing: Lori Capaldi, who organized the team; Ed Szymanski; Mike Mitchell; Mike Scalzi; Steve Kut; Andrew Peckham. In front, Jim O'Connor and Paul Silva. Bob Rocchio was not present for the photo.



Bob Rocchio, a team runner.



Paul Silva, ready to row.



Mike Mitchell on the bike leg.



A BIG CROWD of well-wishers visited the first floor corner office in early October to wish Sandra Actis of Contracts and Specifications (in photo at far right) well as she left after 18 years of service. Sandra's mother and husband also attended the party, which was beautifully decorated, and featured many delicious treats. (A photo of some of the fall decorations from Sandra's party is on page 1).



CONGRATULATIONS went to Robert H. "Bob" Casey, Senior Auditor, who retired from the External Audit section on July 13 after nine years of State service. Bob is looking forward to spending more time at his condo in Florida. A party was held to offer him best wishes from his friends and co-workers at RIDOT.

Ashton Viaduct award

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width of the bridge is 56 feet, with the roadway 44 feet wide. The span rises 70 feet over the Blackstone River between Lincoln and Cumberland.

Originally constructed in the 1930s, by 1992 the bridge had become so deteriorated that sidewalks and baluster railings were removed in order to prevent damage and/or injury below. In 1994, supplemental shoring of the floorbeams was required at numerous locations to support the deck.

Maguire Group Inc. of Providence was the Engineer of Record for the project, and Aetna Bridge Co. of Pawtucket the General Contractor. Northeast Concrete Projects of Plainville, MA produced the 1,921 precast columns, floorbeams spandrel arches and baluster rails. J.P. Carrara & Sons Inc. of Middlebury, VT produced the 352 precast/prestressed deck panels. Robert Fura of RIDOT Bridge Design was the Design Project Engineer, and Richard Nolan of RIDOT Construction was the Resident Engineer on the project.

After an extensive inspection and evaluation, it was decided to demolish and replace all existing cast-in-place concrete components with the exception of the arch

ribs and main piers. Due to the historic nature of the bridge, the rehabilitation replaced elements in-kind so that the aesthetic integrity was maintained.

It was also decided that in order to minimize construction time and inconvenience to the public, the project would use as many precast concrete components as possible. The majority of columns, floorbeams, spandrel arches and baluster rails were precast and erected on-site, and precast/prestressed deck form panels were used. This process eliminated a great deal of construction of formwork at the site. The rehabilitation design also incorporated a seismic load retrofit.

After demolition, restoration began with repairs to arches and piers. Column pedestals were cast-in-place on the arch ribs. The precast columns and the floorbeam segments were quickly set in place, braced and grouted. Decorative spandrel arches were erected and the cast-in-place floorbeam closure sections were poured.

Isolation bearings were installed at pier supports and teflon on stainless sliding bearings installed at intermediate floorbeam locations. The precast/prestressed deck form panels were then erected and the remaining required deck steel placed and concrete cast-in-place. Sidewalks

were formed and cast-in-place and precast baluster rails set in place.

The original bridge incorporated a joint at each floorbeam. The rehabilitation design included only two joints, one at each adjacent pier. Asphaltic joints were used to avoid water intrusion.

The project was completed on schedule in December 2000 due largely to the construction time savings achieved by the use of precast concrete components.

New hires and retirees

New hires at the Department of Transportation this summer and fall included: Chue Kue in Engineering, and Marc Brownell, Thomas M. Fagan, Timothy H. Giammarco, Ireal Giron, Lorenzo G. Vazquez and Allan Wilson, Jr. all in Highway Maintenance.

Retirees this summer and fall included Sandra E. Actis in Contract Administration, Donald Courtemanche in Highway Maintenance, Peter M. Janaros in Special Projects, Robert Kay in Facilities & Property Management, and Frank J. Lombardi in Construction.



Photo by Catherine Manchester

National Environmental Policy Act and Transportation Decision Making

By Marie McGlynn

RIDOT and the University of Rhode Island Transportation Center jointly sponsored a three-day training course entitled "National Environmental Policy Act (NEPA) and Transportation Decision Making." It was held in late August at the URI Narragansett Bay Campus.

The course focused on compliance with the FHWA's policies and procedures for applying the NEPA to the project development and decision making processes. The course emphasized use of the Council on Environmental Quality and FHWA's regulations and guidance for implementing NEPA and the environmental requirements of TEA-21. It also emphasized initia-

tives for interagency coordination and streamlining the project development process. The course reviewed public involvement, environmental justice, mitigation and enhancement and the role of transportation in achieving sustainable development.

The training drew a diverse group of 32 participants from as far away as Colorado, and was led by Lamar Smith, PE and Dan Berman, PE from the FHWA's Rhode Island Division. The Department of Transportation wishes to thank Richard Horn, Ph.D., Executive Director and Catherine Manchester of the Transportation Center for sponsoring this educational opportunity.



Encouraging seatbelt use in the minority community

On October 11 at St. Joseph's Hospital in Providence, the Rhode Island Traffic Safety Coalition's Minority Outreach Seatbelt Committee held an informational meeting on the use of seatbelts in the minority community. The goal of the meeting was to develop a campaign to target and raise seatbelt and child safety seat usage.

Nationally, seat belt use is 70%. The Rhode Island rate is 64%, but seatbelt use in the minority community is even lower. Speakers included Bill Degnan, top left, Acting Chief of RIDOT's Governor's Office on Highway Safety, and Vania Brown-Small, lower left, of the Department of Health's Office of Minority Health.

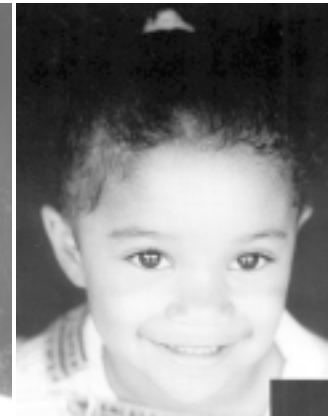
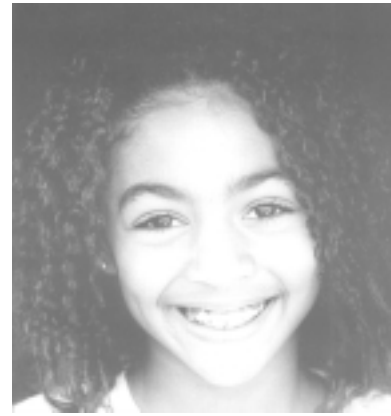




REVIEWING OPERATIONS: The I-95 Corridor Coalition Highway Operations Group (HOGS) met at RIDOT on October 10 to review major incidents, develop work plans for the Executive Board, as well as develop projects to be funded by the Coalition. Here, the Coalition representatives review proposed site locations for variable message signs in Connecticut, Massachusetts, and Rhode Island.

Biggest, best golf tourney scheduled

The 8th and final Annual RIDOT Memorial Scholarship Fund Golf Tournament will be held on Monday, August 19th, 2002 at Triggs Memorial Golf Course, with an 8 am Shotgun Start, and a Scramble Format. The cost is \$150 per person and includes Harvard Square embroidered waterproof pullover (in your size), a gift on every hole, a hole in one contest on every par 3, dinner, golf, carts, a silent auction, and much more. Space is limited to the first 160 people so get your reservations in now. For more information call Despina Metakos at 222-2694 ext 4205.



BUSY GRANDDAUGHTERS: Carolyn Tavares of Payroll has granddaughters that have been acting up lately in California. Chelsea Tavares, left, age 10, and Kylee Russell, right, age 5, have appeared as models in magazines and newspapers and have appeared in school videos. Chelsea had an acting role, and Kylee made an appearance, on the October 20 episode of NBC's "The District." Chelsea has also appeared in commercials for McDonald's, The Gap, Honda, and has a role in an upcoming T. Rowe Price commercial. She has done voiceovers for Disney, and will play Nala in the Los Angeles theater production of "Lion King," originally produced on Broadway.

Marathoner makes his dad proud

RIDOT's coffee and snack vendor, Dong Lee, has been a very proud father lately. His son Danny, 16, finished the Ocean State Marathon on October 8 in 3 hours 40 minutes and 40 seconds, and was the youngest person to finish the race. Dong says the family tried to meet up with Danny at several points, but, "every time we got to a spot, he had already gone by." Danny is also on the Cranston East Cross Country team.

Backhoe Training



PRACTICE MAKES PERFECT: RIDOT Director William D. Ankner, Ph.D., tries to operate a backhoe in the photo, left, taken by Marie Marcaccio of RIDOT Maintenance. Right, John Andreozzi, Jr., of the East Providence Maintenance Facility, keeps an eye on things while demonstrating his patriotism in a pair of shorts. Cindy DiGiglio of RIDOT Maintenance took his photo. Both pictures are from a Backhoe Training program held September 19 at the Midstate Facility in East Greenwich.

• September 11

(Continued from Page 1)

She didn't know where to begin, so she called Despina Metakos in Traffic Engineering. Together they sent out an email to Department staff asking for donations to the American Red Cross since, "it was the only organization at the time giving immediate assistance," Metakos said. Cindy Digiglio, RIDOT Maintenance, headed the collection efforts there, and Maintenance alone raised over \$1,200.

In just five days \$3,645 was collected. "I was astonished by some people's generosity," said Zanni. "It was really overwhelming."

A week later, Zanni and Metakos went to the Red Cross on Gano Street. When they got there the lady behind the counter was unpacking "United We Stand" bumper stickers. "I asked the lady for a bumper sticker," said Metakos. "And she said, 'For a \$25 donation.'" Metakos replied "How many do I get for a \$3,645 donation?"



JUST MARRIED: Nancy Getek (now Nancy Caron), of the RIDOT Legal staff, married Victor Caron on August 18. The civil ceremony, held at the Coast Guard House in Narragansett, was conducted by retired RI Supreme Court Justice Donald Shea.

Weddings



NEWLYWEDS: Heidi Gudmundson (now Heidi Cote) of the RIDOT Communications Office married Mike Cote on October 20 at St. Rita's Church in Warwick. The couple live in the Conimicut section of Warwick



SPRING WEDDING: Marilyn Marchwicki (now Marilyn Flanders) married Wendall Flanders, Chief Engineer/Operations, on June 16 in a garden ceremony. The couple live in Foster.

Materials Section Births

A daughter, Jade Ann, was born to John Golato and his wife Lori, on August 10. Jade Ann weighed 8 pounds, 13 ounces.



Jade Ann Golato

A daughter was born to David Cook and his wife Anna. Serena Rae was born on August 27, and weighed 6 pounds, 5 ounces.



Dylan Jeffrey DiFilippo

A son was born to Jeff DiFilippo and his wife Donna. Dylan Jeffrey was born on June 21, and weighed 8 pounds, 6 ounces.



RIDOT Memorial Scholarship Fund is seeking Board Members

The RIDOT Memorial Scholarship Fund is looking for people to serve on the Board of Directors. Duties include serving as chairperson for various committees and executing ideas developed by the board. The Fund is also seeking a corresponding and recording secretary willing to take on and execute related duties. Anyone interested should submit a letter to President Despina Metakos stating your interest and any relevant experience. If you have any questions, call Despina at 222-2694 ext 4205.

Transportation Digest

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Ceremonies mark completion of Moffett Mill rehabilitation in Lincoln

A ribbon-cutting ceremony was held in mid-October to mark the completion of RIDOT's rehabilitation of the early 18th century Moffett Mill in Lincoln, an enhancement project.

Constructed in 1812, the Mill is one of the few remaining examples of small water-powered mills from the early years of the Industrial Revolution in America. The Mill is powered by a waterwheel on the Moshassuck River. It is believed to have been built by George Olney, and was one of the first machine shops in Rhode Island.

The \$291,000 renovation project was funded and supervised by the Rhode Island Department of Transportation and the Federal Highway Administration. Construction by the Architectural Preservation Group of Warwick included replacement and repair of wooden components like the roof, beams and floor joists. Masonry was repaired and a new wood sluiceway gate and frame, to bring water to the wheel, were installed. As part of the Great Road Enhancement Project, a walkway will link Moffett Mill to Chase Farm.



ALL SMILES at the ribbon-cutting for the Restoration of the Moffett Mill in Lincoln, a RIDOT enhancement project. Left to right are Director William D. Ankner, Ph.D.; Governor Lincoln Almond; Fran P. Mainella, Director of the National Park Service; Congressman Patrick J. Kennedy; Edward F. Sanderson, Executive Director, RI Historical Preservation Commission; Lincoln Town Administrator Jonathan F. Oster; and Representative John D. Barr, II.

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FIRST CLASS

